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6220 CULEBRA RD. 78238-5166 • P.O. DRAWER 28510 78228-0510 • SAN ANTONIO, TEXAS, USA • (210) 684-5111 • WWW.SWRI.ORG  
ENGINE, EMISSIONS AND VEHICLE RESEARCH DIVISION  
FAX: (210) 522-3950  
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January 15, 2009

**To:** Environmental Protection Agency  
Cincinnati Procurement Operations Division  
26 West Martin Luther King Drive  
Cincinnati, OH 45268

**Attention:** Ms. Tammy A. Thomas  
Contract Officer

**From:** Patrick Merritt  
Emissions Research and Development Department  
Southwest Research Institute  
P.O. Drawer 28510  
San Antonio, Texas 78228-0510

**Subject:** Monthly Progress Report for Work Assignment 1-09, EPA Contract EP-C-07-028, under SwRI Project 03.14175.09, SwRI Proposal No. 03-54043.

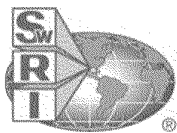
Contract Title: "Testing and Related Support for Energy Bill-Mandated Activities"

Assignment Title: "Comprehensive Gasoline Light Duty Exhaust Fuel Effects Test Program to Cover Multiple Fuel Properties and Two Ambient Test Temperatures, Interim Testing"

## 1.0 INTRODUCTION

Section 1506 of the Energy Policy Act of 2005 (Energy Act) requires EPA to produce an updated fuel effects model representing the 2007 light duty gasoline fleet, including determination of the emissions impacts of increased renewable fuel use. The use of ethanol in gasoline has increased more than five-fold since 2000, and it is likely that its use will continue to expand into the next decade. It is also likely that use of high-level blends such as E85 will expand significantly.

Additionally, recent investigation related to the Mobile Source Air Toxics (MSAT2) rulemaking has shown that hydrocarbon emissions from light duty gasoline vehicles increase significantly as test temperature is decreased. As a result, the MSAT2 rulemaking promulgated NMHC standards at 20°F. However, this being a relatively new area of study, fuel effects data at temperatures lower than 72°F are scarce for use in emissions models.



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Hydrocarbon (HC) emissions are composed of hundreds of compounds, some of which have been identified by the EPA as air toxics. The Clean Air Act directs EPA to set standards to reduce air toxics emissions. Most existing data on the fractional relationship between the various air toxics and HC emissions has been established using vehicles meeting Tier 0 emissions standards (now more than 10 years old), and burning fuels that did not contain ethanol.

To help EPA develop a better understanding of the impact of ethanol fuel blends on light duty vehicle emissions, Southwest Research Institute (SwRI<sup>®</sup>) is conducting Work Assignment 1-09, "Comprehensive Gasoline Light Duty Exhaust Fuel Effects Test Program to Cover Multiple Fuel Properties and Two Ambient Test Temperatures, Interim Testing". This WA is for FTP tests to be performed on a subset of 6 vehicles from the fleet of 19 for the EPAAct program. This report constitutes SwRI's monthly progress report for Work Assignment 1-09.

## 2.0 PROGRESS TO DATE

SwRI has completed FTP testing on the subset of six vehicles from the fleet of nineteen used in the EPAAct program. Those vehicles are shown in Table 1.

**TABLE 1. TEST VEHICLES FOR WA 1-09**

MAKE	YEAR	BRAND	MODEL	ENGINE	FAMILY	T2 BIN	NOTE
GM	2008	Chevrolet	C1500 Silverado	5.3L V8	8GMXT05.3373	5	FFV
Toyota	2008	Toyota	Camry	2.4L I4	8TYXV02.4BEA	5	
Ford	2008	Ford	Focus	2.0L I4	8FMXV02.0VD4	4	
Chrysler	2008	Dodge	Caravan	3.3L V6	8CRXT03.3NEP	8	FFV
Honda	2008	Honda	Accord	2.4L I4	8HNXV02.4TKR	5	
Nissan	2008	Nissan	Altima	2.5L I4	8NSXV02.5G5A	5	

Two additional vehicles on loan from CRC will undergo testing in the future, in conjunction with Phase 3 of the EPAAct program. Those vehicles are shown in Table 2.

**TABLE 2. CRC TEST VEHICLES**

MAKE	YEAR	BRAND	MODEL	ENGINE	FAMILY	T1
Honda	1999	Honda	Accord	2.3L	XHNXV02.3PA3	NLEV
Toyota	2001	Toyota	Corolla	1.8L	1TYXV01.8FFA	NLEV

### 3.0 MAJOR PROBLEM AREAS

None.

### 4.0 FINANCIAL STATUS AND ADMINISTRATIVE MATTERS

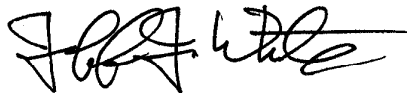
As of January 12, 2009, cumulative cost and fee totaled **Ex. 4 - CBI** which is **Ex. 4 - CBI** of project funds. Cumulative technical hours numbered **Ex. 4 - CBI** which represents **Ex. 4 - CBI** of hours budgeted. On the most recent invoice, dated December 19, 2008, cumulative hours numbered **Ex. 4 - CBI** and costs totaled **Ex. 4 - CBI**. Should you have any comments or questions, please contact Patrick Merritt by phone at 210-522-5422 or by e-mail at [pmerritt@swri.org](mailto:pmerritt@swri.org).

Prepared by:

Approved:



Patrick M. Merritt  
Senior Research Scientist  
Chemistry and Particle Science  
Emissions Research and Development



Jeff J. White  
Director, Emissions Research and Development  
Engine, Emissions, and Vehicle Research Division

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c: Ms. Constance Hart, WAM, EPA-AA  
Mr. Rafal Sobotowski, Alternate WAM, EPA-AA  
Mr. Carl Fulper, EPA-AA  
Ms. Sherry Twilligear, SwRI Contracts